Section VIII

LOAD MARKING, INSPECTION, AND EMERGENCY AFT RESTRAINT REQUIREMENTS

3-34. Marking Rigged Load

Each rigged load must have a data tag prepared for it, and some rigged loads may require a Shipper's Declaration for Dangerous Goods. The center of balance must also be marked on the platform.

a. Data Tag. A data tag is prepared and secured to each platform load near the extraction system. Entries on the tag are used by the Army and Air Force in making inspections and in finding causes for malfunctions. The entries are also used to help the loadmaster determine where to place the load in the aircraft. Use a ball-point pen or other waterproof marking device to record the following information on the tags:

(1) Total rigged weight.

(2) Height, including parachutes.

(3) Width.

(4) Overall length.

(5) Overhang (specify front, rear, or side of load).

(6) Longitudinal center of balance (measured from the front edge of the platform).

(7) Type and size of extraction system.

b. Shipper's Declaration for Dangerous Goods. This form is prepared and secured on each load that has any type of hazardous material such as fuel, ammunition, or a battery.

c. Center of Balance. In addition to being included on the data tag, the longitudinal center of balance must also be marked on the platform. The vertical line of the symbol CB is placed at the center of balance on both sides of the platform.

3-35. Types of Inspections

The types of inspections performed on a rigged load are the final rigger inspection, the before-loading inspection, and the after-loading inspection. All rigged loads, both low-velocity and LAPE, must be inspected at prescribed intervals to ensure that the loads and the equipment used on the loads are assembled and installed to meet the criteria outlined in the specific rigging manual and this manual.

a. Final Rigger Inspection. After the load has been completely rigged, a certified transported force rigger inspector performs the final rigger inspection. This inspection is accomplished before the rigged load leaves the rigging site to ensure it is rigged according to the specific field manual/technical order for that particular load. This inspection should be conducted by an inspector other than the rigger supervising the installation of parachutes and extraction system.

Note: It is not necessary to use the DD Form 1748-series inspection forms for this inspection.

b. Before-Loading Inspection. A before-loading inspection must be performed on a rigged load before it is loaded into the aircraft. This inspection is conducted jointly by a certified transported force rigger inspector and certified Air Force inspector. The inspectors use the proper joint airdrop inspection record, and both sign the appropriate blocks to certify correct rigging of the load. When the rigged load is delivered to the aircraft, the aircraft loadmaster checks the inspection form for completion and necessary signatures before accepting the load.

c. After-Loading Inspection. After the loadmaster completes the loading and in-aircraft rigging, the after-loading inspection is performed. This inspection is conducted jointly by a transported force rigger inspector, certified Air Force inspector, and the aircrew loadmaster. After the inspection is completed, the three inspectors certify, by signing the form, that the load is ready to airdrop.

3-36. Emergency Aft Restraint Requirements for Platform-Extracted Loads Rigged on a Type V Platform

Note: As of publication, NO emergency aft restraint requirements have been established for the C-17 aircraft.

Use Tables 3-3, 3-4, and 3-5 as guides for determining the emergency aft restraint requirements for platform-extracted loads rigged on a type V platform.

Table 3-3. Emergency aft restraint requirements for platform-extracted loads rigged on a type V platform for C-130 aircraft

Cargo Extraction Parachute	Chains Required	Attachment Provision
15-foot	Two 10,000-pound. One chain to each clevis.	Two medium suspension Clevises. One clevis is attached to the top emergency aft restraint provision hole of each tandem link.
22-foot	Four 10,000-pound. One chain to each clevis.	Four medium suspension Clevises. Two Clevises are attached to the top two emergency aft restraint provision holes of each tandem link.
One 28-foot	Six 10,000-pound. One chain to each clevis.	Six medium suspension Clevises. Two Clevises are attached to the top two emergency aft restraint provision holes of each tandem link.
*Two 28-foot	Two 10,000-pound. One chain to each clevis.	Two medium suspension clevises. One clevis is attached to the top emergency aft restraint provision hole of each tandem link.

*CAUTION: This emergency aft restraint is used only to secure a loose platform in the aircraft if the right hand locks release prior to green light.

Table 3-4. Emergency aft restraint requirements for platform-extracted loads rigged on a type V platform for airdrop from a C-141 aircraft

Cargo Extraction Parachute	Chains Required	Attachment Provision
15-foot	Two 10,000-pound. One chain to each clevis. or Two 25,000-pound. One chain to each clevis.	Two medium suspension clevises. One clevis is attached to the top emergency aft restraint provision hole of each tandem link.
22-foot	Four 10,000-pound. One chain to each clevis. or Two 25,000-pound. One chain to each clevis.	Four medium suspension clevises. Two clevises are attached to the top two emergency aft restraint provision holes of each tandem link. Two medium suspension clevises. One clevis is attached to the top emergency aft restraint provision hole of each tandem link.
One 28-foot	Six 10,000-pound. One chain to each clevis. or Two 25,000-pound. One chain to each clevis.	Six medium suspension clevises. Two clevises are attached to the top two emergency aft restraint provision holes and one to the tandem hole of each tandem link. Two medium suspension clevises. One clevis is attached to the top emergency aft restraint provision hole of each tandem link.
Two 28-foot	Four 25,000-pound. One chain to each clevis.	Four medium suspension clevises. Two clevises are attached to the top two emergency aft restraint provision holes of each tandem link.

Note: The above combinations are based on the restraint requirements of one and one-half times the towed extraction force which is stated in reference pounds. In all cases, the tandem link is rated for 40,000 pounds.

Table 3-5. Emergency aft restraint requirements for platform-extracted loads rigged on a type V platform for airdrop from a C-5 aircraft

Cargo Extraction Parachute	Chains Required	Attachment Provision
15-foot, 22-foot,and 28-foot	Two 25,000-pound. One chain to each clevis.	Two medium suspension clevises. One clevis is attached to the top emergency aft restraint provision hole of each tandem link.
Two 28-foot.	Four 25,000-pound. One chain to each clevis.	Four medium suspension clevises. Two clevises are attached to the top two emergency aft restraint provision holes of each tandem link.

Note: The above combinations are based on the restraint requirements of one and one-half times the towed extraction force which is stated in reference pounds. In all cases, the tandem link is rated for 40,000 pounds.